

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

CHERRYDALE HISTORIC DISTRICT, ARLINGTON COUNTY, VA (VDHR 000-7821)

Section number 10 **Page** 182

10. Geographical Data

- | | |
|---|--|
| 5) <u>/1/8/</u> <u>/3/1/7/3/4/9/</u> <u>/4/3/0/7/0/4/2/</u> | 6) <u>/1/8/</u> <u>/3/1/7/8/7/9/</u> <u>/4/3/0/7/1/7/0/</u> |
| Zone Easting Northing | Zone Easting Northing |
| 7) <u>/1/8/</u> <u>/3/1/7/5/8/7/</u> <u>/4/3/0/6/6/0/7/</u> | 8) <u>/1/8/</u> <u>/3/1/6/5/9/2/</u> <u>/4/3/0/6/2/9/0/</u> |
| Zone Easting Northing | Zone Easting Northing |
| 9) <u>/1/8/</u> <u>/3/1/6/6/3/6/</u> <u>/4/3/0/7/2/5/0/</u> | 10) <u>/1/8/</u> <u>/3/1/6/7/7/1/</u> <u>/4/3/0/7/4/6/1/</u> |
| Zone Easting Northing | Zone Easting Northing |
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Verbal Boundary Description

The Cherrydale Historic District is located in central Arlington County, Virginia. It is located west of the neighborhoods of Maywood and Lyon Village, north of Ballston-Virginia Square, east of Waverly Hills, and south of Donaldson Run. The historic district is roughly bounded by Lorcom Lane to the north between North Monroe Street and Military Road, Interstate 66 to the east and south, and North Utah Street and North Taylor Street to the west, south of Old Dominion Drive. The eastern boundary, north of Lee Highway, follows North Oakland Street and Vacation Lane at North Monroe Street abutting the Maywood Historic District. The boundaries of Cherrydale Historic District encompass extant contributing resources of the original neighborhood as developed between 1898 and 1953. Non-contributing properties along the boundaries of the historic district have been excluded. The historic district boundaries follow the roads and property lines. The Cherrydale Historic District encompasses approximately 286.310 acres.

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Boundary Justification

Development of the Cherrydale Historic District is tied to the commuter railroads, streetcars, and automobiles with historic transportation corridors bisecting and surrounding the community. Because of the growing number of residents in Arlington County and their dependence on the automobile, the neighborhood is defined now by its major transportation and commercial corridors. These corridors and uses have trespassed upon the residential neighborhood of Cherrydale, resulting in the loss of historic dwellings and streets. Further, as the market demands, historic buildings are commonly being replaced by larger, non-historic structures that do not contribute to the historic context of Cherrydale. This development surrounds the community, including Interstate 66 and the widening of Lee Highway.

Lorcom Lane is the northern boundary of the historic district between North Monroe Street and Military Road. The major transportation route separates Cherrydale from the neighborhoods Donaldson Run and Dover-Crystal to the north. Including the historic properties on the south side of the street, Lorcom Lane was historically the northern border for the subdivisions of 6th Addition to Lee Heights (1926) and Lorcom Grove (1940/1942). The easternmost section of the north border runs along Lee Highway, including only those properties on the south side of the street with only a few commercial properties on the north side. Separating the community from Maywood to the north, Lee Highway served as the northern border for the subdivisions of Lyon Village, Section 4 (1940), Dominion Heights (1905, 1913 and 1921), and H. Donaldson Subdivision (1910-1925). Non-historic and non-contributing properties along the south side of Lee Highway have been excluded from the historic district.

The western boundary follows Military Road from Lorcom Lane to Lee Highway and then westward to North Utah Street. This border includes the western side of the 6th Addition of Lee Heights (1926) on Military Road. Historic properties on the west side of Military Road and along North 22nd Street in Mary H. Didley's Hilmar Subdivision (1923) are included along this border. The border then moves back to the east side of Military Road, including properties constructed within the Mackalls' Addition (1917) at the intersection of Lee

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Highway. Excluding properties along Lee Highway and North Quincy Street that are non-historic and non-contributing, the western border includes the southern section of the Hilmar Subdivision (1923) and J.A. Connor Plan (1910-1925) along Old Dominion Drive, North 21st Road and North Stafford Street. At the intersection with Lee Highway, the boundary moves westward to North Utah Street. Platted as part of Waverly Hills in 1926, the properties on the east side of North Utah Street have marked the westernmost boundary of Cherrydale since the 1960s. North Utah Street is a primary north-south route for this area of Arlington County and has physically separated the properties on the east side of the street from their neighbors on the west side of the street in Waverly Hills.

The southern boundary of Cherrydale follows Interstate 66, which was opened in 1988. The purchase of the interstate right-of-way, which was originally part of Cherrydale, by the state in the 1960s resulted in the demolition of numerous historic buildings. The historic district boundary excludes non-contributing and non-historic buildings along the southern edge of the neighborhood, while including those properties platted (west to east) as part of Waverly Hills (1926), James S. Willett's Subdivision (c1950), the A.A. Topley Estate (1937), A.P. Douglas' Subdivision (1923), Wallis Addition (1917), and J.C. Hair Addition to Cherrydale (c1915-1925).

The eastern border continues to follow the southwestern route of Interstate 66, a route created by the Washington & Old Dominion Railroad in 1906. It excludes non-historic infill properties along North 18th Street. The border incorporates the eastern boundary of the platted subdivisions known as Kirkwood Terrace Unit 6 (1941) and Lyon Village, Section 4 (1940). Although these subdivisions were created as part of the neighborhoods of Kirkwood Terrace and Lyon Village, the railway, and later the interstate, cut the connection these subdivisions once had.